

# The Anoia Blue Route. Phase 1

## The project:

The Anoia Blue Route is part of the Barcelona Blue Routes, a network of itineraries over 200 km in length, which runs along the Llobregat, Anoia and Cardener rivers, accessible on foot and with non-motor vehicle transport, and which will link up with international trails and cycle ways.

Phase 1 of the Anoia Blue Route runs between the town centres of Jorba and La Pobla de Claramunt, in the Ódena Basin (Anoia county). With a route of 19 km, it will connect the region's town centres and items of cultural interest, and provide insight into the values of the landscape and the natural environment.

## Aims and criteria:

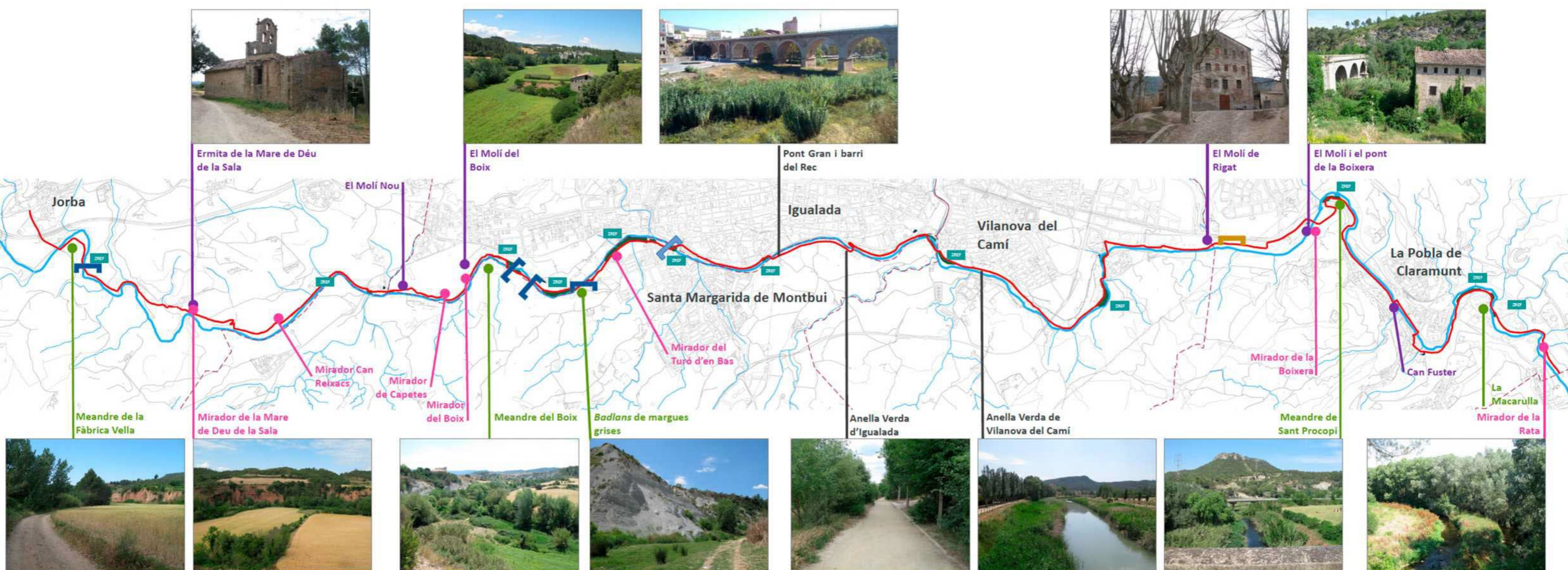
-> To guarantee the continuity of a single, safe route close to the river, completing and improving sections with gaps or deficiencies and a range of treatment applications according to the landscape in which it travels.

To place emphasis on the environmental, scenic and cultural value of the area, improving the quality of the river spaces which have been impacted, and creating a route that allows for the enjoyment of the landscapes it crosses.

-> To improve accessibility to the river area from the main urban centres and the interconnection with the existing rural paths.

## The region:

Phase 1 of the Anoia Blue Route runs through a more or less flat terrain, crossed by the river network of the Anoia river and its tributaries. The river has a meandering course, nestled between slopes and badlands, and accompanied by riparian forests of high ecological and scenic value. The town centres are still compact, surrounded by an agroforestry matrix in which rainfed crops and small woods predominate. Downstream, the city gains presence. The paper mills, ditches and other water-power infrastructures associated with the river remain, testimony of times gone by.



## The proposals:

### Constructive definition of the Blue Route

A 3 m-wide natural path is planned, with an earthen or all-purpose surface and compacted soil. 23 types of treatment have been defined, suited to the different conditions and characteristics of the terrain. 31% of the route consists of new trail sections in agroforested areas, while 6% are sections that cross town centres or peri-urban areas. 63% of the route consists of sections of existing path, where more or less intensive conditioning or improvement actions are to be carried out.

### The river crossing points

The remodelling of 4 existing fords is proposed, as well as the construction of a new ford on the Anoia river upstream of Pont Gran, the bridge that connects Igualada with Santa Margarida de Montbui. A new footbridge over the Castellolí stream is also proposed and various stepping stones to cross small streams. The proposed fords will be platform-type structures, multi-level or grating.

### The restoration of the river spaces

Up to 24 sectors are defined with specific landscape integration management and restoration (LIZ -- Landscape Integration Zones and ZREF River Space Recovery Zones), with a total area of 83,900 m<sup>2</sup>, where actions will be carried out for the recovery and improvement of river habitats, the landscape integration of the Blue Route. The planting of almost 20,000 trees and bushes is planned, and the application of bioengineering techniques for the stabilisation of river slopes.

### The viewing points and the rest areas

The route is accompanied by safety elements, furniture and directional and explanation signage on the items of environmental, scenic and cultural value we find along the route. Seven landscape viewing points are planned, as well as two rest areas where actions to recover natural habitats will be carried out.